



# Memorandum

**TO:** TRANSPORTATION AND  
ENVIRONMENT COMMITTEE

**FROM:** John Ristow

**SUBJECT: REGIONAL TRANSPORTATION  
ACTIVITIES QUARTERLY REPORT**

**DATE:** February 10, 2021

Approved

Date

2/18/21

## **RECOMMENDATION**

Accept the quarterly status report on regional transportation funding, programs, and projects of interest to the City of San Jose involving other regional, state, and federal agencies such as the Santa Clara Valley Transportation Authority (VTA), the Peninsula Corridor Joint Powers Board (Caltrain), the Metropolitan Transportation Commission (MTC), the California High Speed Rail Authority, and the State Department of Transportation (Caltrans).

## **BACKGROUND**

The Transportation and Environment (T&E) Committee work plan includes quarterly reports on current activities related to regional transportation funding, programs, and projects. This report will focus on various Regional Highway Projects and Regional Rail & Transit Projects.

## **ANALYSIS**

### **I. Regional Highway Projects**

Staff regularly reports to the T&E Committee the status of the following six priority highway-related projects in San Jose that are eligible for VTA 2016 Measure B funding.

#### **A) US 101/Blossom Hill Road Interchange Improvement Project**

The US 101/Blossom Hill Road Interchange Improvement project was identified in the Edenvale Area Development Policy (EADP). The EADP emphasized the goal of improving traffic congestion and providing safer and convenient multi-modal access between jobs, housing and retail development. Improved east-west pedestrian and bicycle access across US 101 near the Blossom Hill interchange is critical, particularly as:

- Coyote Creek Trail, east of the US 101/Blossom Hill Rd Interchange, is a major north-south trail used by people for active transportation and recreation.
- Xander's Crossing pedestrian bridge, west of the US 101/Blossom Hill Rd Interchange, provides safe connectivity across the railroad tracks and Monterey Rd to access the nearby Blossom Hill Caltrain Station and nearby high-density mixed-use development. The bridge also connects people to Cottle Light Rail Station via Cottle Rd.

To accomplish the goals of the EADP, the project will:

- Construct a Class I bicycle/pedestrian path along the north side of Blossom Hill Rd through the interchange, connecting Xander's Crossing and Coyote Creek Trail
- Widen the existing roadway over US 101 to add a vehicular travel lane along Blossom Hill Rd in each direction
- Widen the existing southbound and northbound off-ramps to accommodate additional turning lanes and modify the traffic signals at each intersection

The project was environmentally cleared in May 2018 and design was approved in March 2020. In December 2019, City executed an agreement with VTA to have VTA manage the construction phase and administer the Measure B funds on the project. The project was advertised and awarded in June 2020 and broke ground in September 2020. The project is proceeding per schedule with expected completion by early 2023. Total project cost is estimated at \$42 million, with funding from Measure B and local (development-based) sources.

## **B) US 101/Mabury Rd-Berryessa Rd-Oakland Rd Corridor Improvement Project**

The project, included in North San José Area Development Policy (NSJADP) and US 101/Oakland/Mabury Transportation Development Policy and Traffic Impact Fee, will alleviate traffic congestion at the nearby US 101/Oakland and US 101/McKee interchanges and improve local traffic circulation and freeway access in the area. It will also provide access to the Berryessa/North San José BART Station, planned Berryessa Urban Village, and proposed new development at the Flea Market. With US 101 serving as a major barrier for people walking or bicycling, the proposed project will enhance bicycle/pedestrian connectivity to the mentioned development in the area, the planned Coyote Creek Trail extension, and San Jose's Better Bikeway network. The scope of the project includes:

- Construct a full interchange over US 101 at either Mabury Rd or alternately at Berryessa Rd with modifications to the current US 101/Oakland Rd interchange with the latter alternative;
- Enhance the bicycle/pedestrian connectivity in the area in accordance with the City's Complete Streets Design Standards and Guidelines.

In August 2018, Caltrans accepted findings that the US 101/Mabury Interchange would not adversely impact safety or operations along US 101; however, Caltrans stipulated that certain

operational improvements – namely, auxiliary lanes – would have to be included and studied in the environmental phase. In addition, Caltrans and the City agreed to also study the local street network and other interchange improvements.

In tandem, the City began looking at the whole US 101 corridor from Mabury Rd to Oakland Rd and considering an interchange at Berryessa Rd as a potential alternative. An interchange at US 101 and Berryessa Rd would include modifications to the US 101/Oakland Rd interchange and improve interchange spacing along US 101. The City coordinated with Caltrans to include this alternative as part of the study and received concurrence from Caltrans in July 2019.

In December 2019, the City issued a Request for Proposal (RFP) to evaluate the US 101/Mabury-Berryessa-Oakland corridor and allow for new perspectives on the project. The RFP solicited engineering consultant services to prepare scoping, environmental studies, project reports, and potentially a final design of the project. The City awarded the project to HNTB in October 2020 to move the project through the supplemental project initiation and environmental document phase with final design expected to start in late 2024. Total project cost for the Mabury alternative is estimated at \$90 million; the Berryessa alternative with the Oakland Rd modifications cost estimates are currently being developed.

### **C) US 101/Zanker Rd Overcrossing Project**

The project, identified in the North San José Area Development Policy, proposes to construct a new bridge overcrossing connecting Zanker Rd to Skyport Dr/North 4<sup>th</sup> St over US 101. In addition, the project will modify and consolidate existing US 101 on- and off-ramps. The project will accomplish the following:

- Improve access to the San Jose International Airport;
- Improve pedestrian and bicycle facilities within the project area;
- Enhance transportation services within the North San Jose development area.

In June 2020, Caltrans concurred with the conclusions of the Design Information Bulletin 77 (DIB77) studies performed to ensure that the Zanker Rd Overcrossing Project will not have a significant adverse impact on the safety and operation of US 101.

The project is in the environmental phase with final design expected to start in late 2022 or early 2023. Total project cost is currently being refined.

### **D) US 101/Trimble Rd/De La Cruz Blvd Interchange Project**

The US 101/Trimble project is one of the City's priority transportation projects, as it upgrades the regional highway system, supports economic development opportunities, and connects people bicycling and walking to the Guadalupe River Trail. The project is included in the North San José Area Development Policy and will improve traffic, enhance safety for vehicles merging

onto southbound US 101 from the De La Cruz Blvd/Trimble Rd interchange, and improve safety/mobility for bicyclists and pedestrians across the interchange. The project will:

- Construct a separated bike/pedestrian path overcrossing, connecting the Guadalupe River Trails System to De La Cruz Blvd and Central Expy;
- Reconstruct the existing three-quadrant cloverleaf interchange to a partial cloverleaf interchange;
- Replace the existing De La Cruz-Trimble Rd overcrossing structure to provide additional lanes and structural support for the bike/pedestrian facilities;
- Provide an additional through lane in each direction on De La Cruz Blvd, from Trimble Rd to Central Expy;
- Reconstruct the intersection of De La Cruz Blvd and Central Expy to add additional through and turn lanes and improve operational and multimodal connectivity; and
- Construct a new intersection at the terminus of the US 101 southbound off-ramp at De La Cruz Blvd.

The project is in the final design stage with construction expected to start in mid-2021; and the total cost is estimated to be \$73.5 million, with funding from Measure B, Senate Bill 1, and local (development-based) sources.

#### **E) Charcot Overcrossing Extension over I-880 Project**

The project, included in the North San José Area Development Policy, proposes to extend Charcot Ave over I-880, and connect with Silkwood Ln to provide a safe multi-modal facility that will:

- Improve connectivity between the east and west sides of I-880;
- Increase capacity for the east/west travel across I-880;
- Provide safe bicycle and pedestrian facilities over I-880 in compliance with the City of San Jose's Complete Streets Design Standards and Guidelines.

The City Council environmentally cleared the project in June 2020 with a 2-lane overcrossing that turns to 3 lanes at the intersection of Charcot Ave and Oakland Rd and is currently getting approval on the project report through Caltrans.

Final design is expected to start the end of 2021 with construction expected in mid-2024. Total project cost is estimated at \$50 million.

#### **F) I-280/Winchester Blvd Interchange Project**

The project will improve traffic operations and reduce congestion on local roadways, provide new access from northbound I-280, and improve bicycle and pedestrian access in the project

area. The project will provide for a new freeway-to-freeway connector ramp to provide access from northbound SR17 to northbound I-280, and a new Monroe Ave pedestrian overcrossing to replace the existing pedestrian overcrossing that is currently underused and would conflict with the new northbound I-280 off-ramp. Additionally, this project would include the following roadway improvements:

- Widen the existing Winchester Blvd bridge over I-280 by approximately 35 feet to provide enhanced bicycle and pedestrian facilities in both directions. As part of this, the lane configuration on Winchester Blvd across the bridge would be modified to improve operations at both the Winchester Blvd/Moorpark Ave and the Winchester Blvd/Tisch Way intersections.
- Remove and replace a portion of the existing soundwalls along the north side of I-280 and east of Winchester Blvd.
- Construct buffered bike lanes and approximately 10-foot wide sidewalks on both northbound and southbound Winchester Blvd within the project limits.
- Construct dedicated bike lanes on Tisch Way from Hatton St to Winchester Blvd.

The project is in the initial phase of environmental study with environmental clearance and final design expected to start by the end of 2022. Total project cost is estimated to be \$140 million.

## **II. Regional Rail & Transit Projects**

### **A) Eastridge to BART Regional Connector (EBRC)**

This project, which is being designed and constructed by VTA, will extend light rail services approximately 2.4 miles along Capitol Expy from the Alum Rock Station to the Eastridge Transit Center with elevated structures along the alignment and grade separations at Capitol Ave, Story Rd, Ocala Ave, Cunningham Ave, and Tully Rd. The project includes stations at Story Rd and the Eastridge Transit Center. The EBRC extension will operate primarily in the median of Capitol Expy within a partially exclusive and partially semi-exclusive right-of-way. The EBRC project includes an aerial guideway (with Mechanically Stabilized Earth wall approaches), trackwork, two passenger stations as noted above, two traction power substations, and minor road widening.

The project is currently in the final design stage with construction anticipated to begin in Fall 2021, pending funding availability, and passenger service expected by 2027. Total project cost is estimated to be \$468 million.

### **B) High Speed Rail**

Approximately 21 miles of the California High-Speed Rail (HSR) project is within San José City limits, extending from the Santa Clara Caltrain station in the north along the Caltrain line

through Diridon Station, Tamien Station, Communications Hill, and along Monterey Corridor through South San José and Coyote Valley.

The Draft Environmental Impact Report/Statement (EIR/S) for the San José to Merced Project Section was released on April 24, 2020 and was available for a 60-day public review period ending June 23, 2020. The City released an Information Memo about the Draft EIR/S (<https://www.sanjoseca.gov/home/showdocument?id=60920>) and submitted comments.<sup>1</sup> The Final EIR/S is expected to be released in early 2022.

The High-Speed Rail (HSR) Authority released a Draft 2020 Business Plan on February 12, 2020. However, in partnership with the legislature and Governor, the HSR Authority decided to revise and release a revised Draft Business Plan in February 2021 in order to allow for:

- Independent peer review of ridership forecasts
- Finalize the cost, schedule and risk assessment for Central Valley construction
- Memorandum of Understanding with the California State Transportation Agency and San Joaquin Joint Powers Authority for rail operations between Merced and Bakersfield
- Coordination with the new Federal Administration, following the November 2020 Election

### **C) Caltrain**

The passage of Measure RR will avoid the potential closure of Caltrain services and provide a significant source of funding for increased service levels over the next 30 years. Without a dedicated revenue source, Caltrain relies heavily on passenger fares to maintain operations. The coronavirus (COVID-19) pandemic has caused ridership to drop over 90%. Measure RR provides approximately \$100 million a year towards operations. This will help Caltrain continue operations through the pandemic and to invest in the operation of more frequent electrified service to accommodate expected increases in ridership in the decades to come. It will also allow the system to advance equity policies to help ensure Caltrain is accessible and affordable to all members of the communities it serves.

The Caltrain Electrification Project construction continues to progress. Caltrain anticipates construction within the City limits would be completed before the end of 2021 and passenger service provided by the end of 2022.

### **D) BART Silicon Valley, Downtown/Santa Clara Extension (Phase II)**

BART Phase II will extend six miles from the Berryessa/North San José Station into downtown San José and terminate in the City of Santa Clara. It will include three underground stations in San José, 28th St/Little Portugal, Downtown, and Diridon; and one at-grade station in the City of Santa Clara adjacent to the Santa Clara Caltrain Station. Most of the alignment in San José will

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<sup>1</sup> <https://www.sanjoseca.gov/your-government/departments/transportation/transit/california-high-speed-rail>

be underground in a single-bore tunnel containing double tracks.

On October 16, 2020, City and VTA executed the Master Cooperative Agreement (MCA), a high-level guiding document that outlines the roles and responsibilities for delivery of Phase 2. In addition to the MCA, VTA also executed third-party agreements with the City of Santa Clara, Caltrans, and the Peninsula Corridor Joint Powers Board as required by Federal Transit Administration (FTA) for the Expedited Project Delivery (EPD) Pilot Program for federal funding. VTA submitted the EPD application to FTA in January 2021.

VTA and the City are working on the supplemental cooperative agreements as outlined in the MCA. The supplemental cooperative agreements will define provisions for reimbursements, betterments, permits and inspections. The Phase II project is expected to start construction around mid-2022, complete substantial construction in 2028, and complete testing and begin passenger service by 2029/2030.

#### **E) Diridon Station**

The HSR Authority, Caltrain, VTA, MTC, and the City of San José (Partner Agencies) are working together on a plan to expand and redesign Diridon Station. In the coming years, electrified Caltrain, BART, and high-speed rail will add to the current mix of trains, buses, and light rail that currently serve San José Diridon Station. This is expected to increase the daily number of passengers at the station from 17,000 today to 140,000 in 2040.

Future phases of work will focus on: (1) exploring governance and organizational structures; (2) further advancing work on the relation of the station to surrounding neighborhoods; (3) station access planning; and (4) scoping technical studies to a number of interrelated projects that the realization of the Diridon Station vision depends, including separate endeavors like the potential future relocation of facilities such as the Caltrain Maintenance yard, the PG&E Substation, and others.

/s/  
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